

AMONG THE AUTOMOBILISTS

BIG CASH PRIZE FOR VICTOR IN VANDERBILT RACE.

Sixth Annual Cup Competition to Be Started at 9 o'clock A. M., October 1 Over the Same Circuit in Nassau County Used Last Year—Sweepstakes.

This year's Vanderbilt cup race is to be started at 9 o'clock on the morning of Saturday, October 1, and about one hour later the cars entered for the Mississippi and Wheatey Hill trophies in the Motor Parkway Sweepstakes are to be sent away.

The preliminary announcement of the sixth annual race for the William K. Vanderbilt, Jr., cup, issued yesterday by the Motor Cups Holding Company, also contains an announcement that in addition to the custody of the cup until the next contest for it is held the winner of the race is to receive an added cash prize of \$2,000 and a bronze plaque made by Tiffany & Co. to serve as a permanent reward to the winner.

The event will be open to cars owned in this country whose piston displacement in cubic inches is not less than 301 nor more than 600, according to the conditions of class C in the 1909 rules of the contest board of the American Automobile Association.

The classification imposes no restrictions save those of piston displacement, provided the manufacturer of the car entered has built fifty cars of one or more models during the year preceding the event.

Cars of 4-C and 5-C models will compete as one class for the Vanderbilt cup, in addition to which the donor of the cup will present to the winner in the class which covers the course in the fastest time other than the winner of the cup a special bronze plaque made by Tiffany & Co.

The race will be run over the same circuit in Nassau county used for last year's race, which is 12.64 miles in length, composed of the Motor Parkway, Massapequa road and Old Country road. The highways are broad, with smooth asphalted surfaces. There are but four turns in which are well banked and easily taken at speed.

The race will be run rain or shine. The circuit will be open for at least ten days of preliminary practice for at least three hours a day. The circuit will be covered twenty-two times, the total mileage being 278.08. The Long Island Motor Parkway will be open to actual contestants for at least three hours a day two weeks prior to the event for practice and tryout purposes.

The race will be sanctioned by the contest board of the American Automobile Association and the rules of the American Automobile Association will govern the conduct of the competition. The entry fee will be \$500 for each car. No practice will be permitted nor announcement made until the entry is duly made and the entry fee paid. The Motor Parkway Sweepstakes company will open an office and bureau of information in New York city on September 1, where any and all information may be obtained and passed by the technical committee of the A. A. A. contest board before October 1.

The race entered for the Motor Parkway Sweepstakes are to be started about one hour after the Vanderbilt cup race has been started. The Motor Parkway Sweepstakes will be run in accordance with the 1909 rules of the contest board of the American Automobile Association, including 2B, for cars of 161 to 250 cubic inches, and 3B, for cars of 251 to 300 cubic inches.

The Massapequa Sweepstakes, for cars in class 2B, 161 to 250 cubic inches, will have a trophy and \$1,000 cash for the winner. The Wheatey Hill Sweepstakes, for cars in class 3B, 251 to 300 cubic inches, will have a trophy and \$1,000 in cash for the winner. The cars in the Massapequa Sweepstakes will be run in the circuit ten times, the total mileage being 126.4. The cars in the Wheatey Hill Sweepstakes will be run in the circuit five times, the total mileage being 186.4. The entry fee for each car in these two classes will be \$250. Practice and tryouts will be the same as for the Vanderbilt cup race. The cars will be subject to examination before October 1.

More than four hundred and fifty spectators attended the annual meeting of the New Jersey Automobile Trade Association which was held on Wednesday night at the embankment of the New Jersey Automobile and Motor Club at Park place and Park street in Newark. George E. Blodgett, Jersey City agent for the Pope-Hartford, was elected president to succeed George Padlock, Newark, who had been president who had been head of the organization for the last three years. J. W. Mason Maxwell, was elected vice-president. H. A. Green, Newark, was elected first vice-president, and George H. Smith, Newark, was elected secretary. Mr. Padlock and Ingalls Upperton, Caldwell, were elected directors. W. H. D. Johnson, Elmer Fisher Arrow, the former secretary, was made a director for one year.

Retiring President Padlock said the association had done well during his term, and he expected the membership would be increased during the present year. All of the new officers were present except Mr. Green, who was ill. Other members on who were present included S. H. Sturz, Lozier, and Indianapolis; Louis Fingarzer, Packard; Harry Holden, Isotta-Fraschini; A. L. Miller, Hudson; W. H. D. Johnson, Fisher Arrow; L. H. Martin, Mitchell; J. Meyer, Ahern; Joseph Bell, Buick; Messrs. Warner, Koehler, and Everett, and C. R. Ziebach of Long Branch.

Hugh Chalmers, president of the Chalmers Motor Company, was a visitor yesterday at the headquarters of Carl H. Page A. C. He reported representatives for the Chalmers car.

Charles F. Spilberg, the magnetic manufacturer, left yesterday for a brief trip to Chicago and other Western cities.

"With the coming of spring and advent of pleasant touring weather one hour from all sections of the country the old story of speed traps and arrests for technical violations of the motor vehicle laws, says Benjamin Britton, president of the United States Motor Company.

"Evidently the town treasures of certain winter months are no longer being depended upon to replenish the rural money bags. Arrests for excessive speeding and recklessness are being upheld by all motor clubs and the police generally, but arrests for minor technicalities such as reported are absent. Certain sections of Massachusetts seem to be centers for arrests in the winter months, and in the Bay State stating that horns must be sounded at intersecting streets and cross-roads, which is a good law in many respects, but it is difficult to determine if an officer whether there is a pedestrian or vehicle in sight, the horn must be sounded anyway."

Many policemen insist that the horn must be sounded in passing private ways, and President Stearns of the American Automobile Association was arrested a few days ago for failing to do so, and was charged with having nothing but a technicality. This may be the letter of the law, but certainly not the spirit. I do not attack the law, but the general idea must have regulations to protect us from the speeding daredevils, but I firmly believe in the abolition of speed traps, the stretching of roads across the highways and arrests for minor technicalities."

Fordham Plays C. C. N. Y. To-morrow.

The Fordham nine will make its initial appearance of the season on Fordham Field at 190th street and Third avenue, when it will fight out with the College of the City of New York for the title this afternoon. Big Tom Seaton, sprinter, Charles Hays, while on the Southern trip, but is now entirely over its bad effects and will appear in the game. The Fordham nine has had its charges out practicing every day since the Southern trip and every man is in condition.

Weston 12 Days Ahead of Schedule.

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M. H. Long, the international player, has been appointed coach of the University of California basketball team.

G. Clark, '11, has been elected captain of the Yale gymnastic team. A special letter, to which no one on the competing side has been granted, reads:

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A NAME THAT STANDS FOR SOMETHING



LICENSED UNDER THE SELDEN PATENT

FRAME CONSTRUCTION—Merely a Random Point to Illustrate High Class LOZIER Methods

LVery few prospective purchasers give a thought to the matter of frame construction, and yet the frame is one of the vital features of a car. A frame which is not strong or which lacks rigidity may result in misalignment of the transmission, clutch, steering mechanism, and motor, and bring in its train endless complications and numerous troubles most difficult to locate or remedy.

LFrames are generally made of carbon steels, cold or hot-pressed, or in the case of the better cars are of alloy steels, in some cases heat-treated in ovens. Usually these frames are of the same width in section from end to end. **LOZIER** frames are cut from plates of high-class alloy steel, especially selected for this purpose, and at the ends where the frame is supported by the axles it is of average size, but in the unsupported centre the frame widens and enlarges to give strength at this point of non-support. We believe the centre section of the **LOZIER** frame to be larger and stronger than any other built.

LThe heat-treating process to which the **LOZIER** frames are subjected is the most expensive known in connection with the manufacture of automobile frames. This heat treatment consists in immersing the entire frame in a bath of molten lead, resulting in an absolutely uniform application of heat. In the hot-pressing process used on other frames one portion may cool before another, and even in the more desirable process of oven treatment, imperfect frames frequently result through the impossibility of obtaining a uniform temperature throughout the necessarily great length of these ovens.

LThe above point illustrates one of the expensive operations necessary in producing a car of the character of the **LOZIER**, which, in demand at a higher figure than any other motor car built, is proven **LEGITIMATELY HIGH-PRICED**.

LSECURE A COPY OF THE HANDSOME LOZIER CATALOGUE.



PROMOTER GLEASON IN TOWN.

TRACK ATHLETICS BACKWARD.

Says Eight Arenas Will Seat 40,000 Persons and Receipts Will Be \$500,000.

No Field Event Candidates Have Reported to Coach Wefers.

Jack Gleason who with Tex Rickard will manage the Jeffries-Johnson fight at Elmerville, Cal., on July 4 arrived here yesterday with plans for the arenas and the sale of seats. Gleason said the arena, which will be in the shape of an octagon, will seat probably 4,000 persons and that the prices will range from \$5 to \$50. He stated that nearly \$200,000 worth of tickets for the field men to train, as there are so many men playing other games every afternoon that there is no room left for the hammer throwers. The jumping pits have been arranged and it is intended that where they will be placed. Ten temporary grand stands are to be erected on the field, and it is not likely that the arrangements will be finalized until the stands are up.

Gleason would not say why the fight would take place from San Francisco. He simply stated that Elmerville was the better place and that there would be no possible chance for interference in spite of the arrangement made to have the fight.

He said Johnson had promised to be in Frisco by the first of next month and would then begin training in earnest. Gleason said he had about eight years ago started the Newcastle Stable with Andrew Miller and F. E. Bishop.

Gleason, who has been in interest in horse racing in this country for a number of years, died a few days ago at Royal Palm, Miami. Mr. Painter came to the arena yesterday and about eight years ago started the Newcastle Stable with Andrew Miller and F. E. Bishop.

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IN HIGH GRADE USED

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ALL STANDARD MAKES

SURPRISINGLY

LOW PRICES !!

WE ARE OFFERING

IMMEDIATE DELIVERY

—All in stock, fine condition.

Offices, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 34